


## Shipping

**Steamers.**

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**

 The Co.'s Steamship  
"FOLKIE,"  
Captain TAYLOR, will be  
dispatched for the above  
Ports TO-MORROW, the 10th Instant, at  
Daylight.

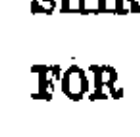
For Freight or Passage, apply to  
**DOUGLAS LAFFRAE & Co.,**  
General Managers.

Hongkong, October 9, 1894. 1612

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**SHIRE LINE OF STEAMERS.**

**FOR NAGASAKI, KOBE AND  
YOKOHAMA.**

 The Steamship  
"Alemcoranshire,"  
Capt. H. N. VIVIAN, will be  
dispatched at above  
Ports TO-MORROW, the 10th Instant, at Noon.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, October 2, 1894. 1873

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FOR YOKOHAMA AND KOBE.

The Steamship  
*Niobe*.

Capt. E. G. PEARL, will be  
despatched for the above  
Ports TO-MORROW, the 10th Instant, a  
 Noon.

This Steamer has superior Accommoda-  
tion for Passengers and Cargo.

For Freight or Passage, apply to  
**SIEMSEN & Co.,**  
Agents.  
Hongkong, October 9, 1894. 1611

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**FOR SINGAPORE, HAVRE AND  
HAMBURG.**

(Calling at NAPLES for landing Passengers  
if sufficient inducement offers).  
(Taking Cargo at through rates, &c.)

ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship  
*Gerda*,  
Captain J. ENKLES, will  
be despatched for the  
above Ports on WEDNESDAY, the 10th  
Instant, at 4 p.m., instead of as previously  
notified.

This Steamer has superior Accommodation  
for First and Second Class Passengers  
and carries a full complement of

and carries a Doctor and a Stewardess.  
For Freight or Passage, apply to  
*Agents.*  
Hongkong, October 8, 1894. 167


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THE CHINA & MANILA STEAMSHIP  
COMPANY, LIMITED.

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FOR MANILA VIA AMOY.

The Co.'s Steamship  
*Zafra,*  
Captain CONNAN, will b




Port on WEDNESDAY, the 10th Instant  
 at 5 p.m.  
 This Steamer has superior Accommoda-  
 tion for Passengers.  
 For Freight or Passage, apply to  
 SHEWAN & Co.,  
 General Managers.  
 Hongkong, October 8, 1894. 162

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**STRATH LINE OF STEAMERS.**

FOR NEW YORK VIA SUEZ CANAL

 The Steamship  
*Strathmore*,  
CORNACK, Commander,  
will be despatched for  
the above Port on or about WEDNESDAY  
the 18th. October.

For Freight or Passage, apply to  
**DODWELL, CARLILL & Co.,**  
*Agents.*

Hongkong, September 18, 1894. 154

**AUSTRIAN LLOYD'S STEAM  
NAVIGATION COMPANY,  
UNDER MAIL CONTRACT WITH THE  
AUSTRIAN GOVERNMENT.**

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**STEAM TO SHANGHAI & KOBE.**

The Co.'s Steamship  
*Giulia*,  
Captain A. MURA, will  
leave for the above place  
on **SATURDAY, the 13th Instant.**

For Freight or Passage, apply to


**SANDER & Co.,**  
*Agents.*  
Hongkong, October 6, 1894. 16

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**Sailing Vessels.**

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CLIPPER  
**FOR NEW YORK.**  
The A.I. American Ship  
*Wandering Jew,*  
Capt. NICOLAI, shortly expect.



ed, will load for the above Port  
and will have quick despatch.  
For Freight, apply to  
**SIEMSEN & Co.**  
Hongkong, September 23, 1894.

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**FOR NEW YORK.**  
The *S/S I.L.L. Amer. Bark*  
*George E. Homer,*  
HMESEN, Master, will load his  
for the above Port, and will

For Freight, apply to  
**SHEWAN & Co.**  
Hongkong, August 20, 1884.

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**FOR NEW YORK**  
The 3/3 A.I.L. American Ship  
*Suzukhan*  
will load for the above P  
and have quick despatch.  
For Freight, apply to

SIEMSEN & Co  
Hongkong, August 22, 1894.



**THE** Band 1st Shropshire L. I. will not play at the Officers' Mess to-night.

**Tux Band** 1st Shropshire L. I. will not play at the Officers' Mess to-night.

**Tux** sailing ship *Barnard*, which was towed into port on Sunday morning by the *Shantung*, has brought out 3000 tons of Cardiff coal for the British navy.

**Tux** *Empress of Japan* arrived at Nagasaki at 7 a.m. yesterday, and left at 4.30 p.m. the same day for Vancouver, via Kobe and Yokohama. The *Silk* ex *Empress of India* was delivered in New York on the 8th inst.

**Tux** historical Siamese twins have now a Chinese counterpart—two boys joined together in exactly the same way. They arrived here to-day from Shanghai, and are on view in the Hongkong Hotel every day from 9 a.m. to 9 p.m.

H.M.S. *Undaunted*, which is under orders to sail for the north, got into Kowloon Dook for repairs at 10.10. a.m. to-morrow morning. She will probably leave Hongkong on Sunday with stores, ammunition, &c., for the Squadron at present in Coresn waters. The *Wieru* goes into Dook immediately after the *Undaunted* comes out.

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TO-DAY, at the Magistracy, Mr H. E. Wodehouse held an inquest on the body of Mr F. D. Draper, foreman in the Waterworks Department, who was killed by falling from a verandah at Beaconsfield Arcade on Saturday last. After taking some evidence, Mr Wodehouse adjourned the proceedings. An inquest was also held upon the bodies of three Chinese, who were killed on Friday last, during the typhoon, by the collapse of a joss house in Taihingshan Street. A verdict of accidental death was returned.

The sympathy of every resident of Hong-kong will assuredly be extended to Sir William Robinson on the sad occasion of his bereavement. The entire Colony received the news of Lady Robinson's death with the profoundest regret. It was known that her Ladyship had been suffering more or less for nearly a year, and some anxiety was felt at the time of her recent confinement; but nobody had any idea that there was any serious cause for alarm. Nor was there, we believe, until two or three days ago, when Dr Hartigan, who, with Dr Cowie, had been in attendance from the first illness of Lady Robinson, considered it necessary to call in also Dr Cantlie. Rapidly her Ladyship weakened, and passed away peacefully about nine o'clock last night. The funeral took place this afternoon. The coffin was carried down from the Peak by eighteen men from the Shropshire Light Infantry. His Excellency Sir William Robinson and his two young children walked behind as chief mourners, and were followed by Major-General Barker,

C.B., the Hon. A. J. Leach, Q.C., (Acting Attorney General), Mr E. J. Aokroyd (Acting Chief Justice), Mr A. G. Wise (Acting Peaine Judge), the Hon. J. H. Stewart Leckbart (Acting Colonial Secretary), Dr P. B. C. Ayres, C.M.G., Col. Mulloy, R.E., Capt. Sterling, A.D.C., the Hon. N. G. Mitchell-Tanes, Dr E. J. Eitel, Mr F. H. May, Mr T. Jackson, Mr G. Horspool, Mr T. Sercombe Smith, Mr A. B. Johnson (Crown Solicitor), all the naval and military officers in Hong-kong (numbering about sixty or seventy) and others. At the entrance to Kowloon Road the coffin was transferred to a gun-carriage, drawn by a detachment of the S.L.L. At the cemetery there was a very large attendance, including M. Bourgeois (French consul), Sr. Ortiz (Spanish consul), Oh. D. Masso (Italian consul), Col. Hunt (American consul), the German consul, Mr Kramer (Austrian consul), Messrs E. Mackintosh, G. B. Dowdell, J. J. Francis, C.C., D. Gillies, H. E. Wedhouse. C.M.G. G. de Chambray and

Leroy, W. Danby, Dr Cantlie, Dr Jordan, Dr Marques, R. K. Leigh, H. N. Mody, R. M. Gray, H. L. Dalrymple, W. Judd, St. C. Michaelson, H. E. Hobson, Comr. Hastings, Rev. Pbro Vignano, and many others, including British and foreign, Chinese, Indian, and in fact all sections of the community. The service was conducted by the Rev R. F. Jobbold, English chaplain of Hongkong, in the absence of Bishop Burdon. The coffin was covered

with wreaths and crosses of flowers. From an early hour to-day, flags were half-masted all over the Colony, and most of the offices and stores partially closed.

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There are amateurs and amateurs. A pro-

pos of Mr A. P. Sinnett (a former editor of our morning paper), as the author, not of 'Esoteric Buddhism,' but of a practical treatise on the game of Poker, and remarking that 'a man who can play poker is bound to succeed in any calling,' Captain Enyes proceeds to give the following anecdote of an amateur:—

'The Allahabad poker players all got broke one hot season when I was not present; thank goodness! A young gentleman of the Currency Department hoped there was no harm at his looking on at the game

of "draw." Though he couldn't afford to play it, still it interested him, and he had bought the papers from home, and there was no one to tell him which he could kill the time. "Why, certainly" was the reply of the old stagers, who shrilly suspected that the youth could not long resist the temptation of joining in. They were right; though he held out longer than they thought he would have done—just long enough to know the exact style each of them played—and then, after about three weeks, he took to the violin, where time won all their money and all the spirit they were good for. He purchased a comfortable anxiety with his gains, and has since that time steadily refused to play anything more exciting than the violin.



H.M.S. *Tweed* was commissioned this morning by Lieut. Barnardiston. H.M.S. *Pigeon*, which has been ordered out to Hongkong, is due at Singapore on Saturday, the 13th inst.

It is reported that Dr. Dudgeon has been assaulted by a mob in Peking, says the *P. and T. Times* of Sept. 29. A boy having addressed some insulting remark to the Doctor in passing in the street was expelled with a stick. A crowd gradually gathered and proceeded from words to blows. Dr. Dudgeon being thrown down and hurt, he believed not seriously. The attitude of the Peking populace is decidedly unfriendly to foreigners just now and they are too ignorant and prejudiced to make distinction of persons.

SOME time ago we drew attention to the disorganisation in the Bombay-China trade which followed on the closing of the Indian mints to the issue of silver. A volume of return of the foreign trade of Calcutta which has just been issued exhibits similar results as the outcome of the same economic cause. The quantity of opium shipped from Calcutta to China fell from 40,427 to 30,720 cwt., a value declining from 341 to 243 lakhs. With the closing of the mints the price of opium fell at once, and though subsequently it somewhat recovered, it was still in the 30th June last much below the old figure. Opium shipments have never been so small in previous years. Similarly there was a marked falling off in the shipments of cotton twist. These were abnormally high in 1892-93, but no such reaction as took place last year could have been explained without reference to the effect produced by the closure of the mints. The decline in quantity was from 104 to 2 million pounds, and in value from 144 to 7 lakhs. Exports of raw cotton fell in even a more remarkable manner from 18,000 to 2,000 cwt., the lowest figure ever touched before. The exports of barks, essential and volatile oils, and other articles of some importance to the Calcutta-Hongkong trade, were also affected, and on the whole the total trade declined in value from 520 to 393 lakhs, or 23 per cent.—*Pioneer Mail*.

## WEATHER NOTICE.

The following notice was issued from the Observatory:—

On the 9th at 11 a.m., Barometer falling with moderate N. to N.E. winds and fair weather. Telegraphic communication between the Observatory and Hongkong was restored at 1.30 p. yesterday.

## TELEGRAMS.

(Supplied to the "China Mail.")

(Via Southern Line.)

London, October 8, 1894.

INTERVENTION.  
The suggestions to intervene in the China-Japan war are entirely premature.

STRENGTHENING THE PACIFIC SQUADRONS.

The *Abdus*, *Redoubt* and *Pigeon* have been ordered to China to reinforce the British squadron.

Three Russian cruisers have sailed for China to reinforce the Russian squadron and two ironclads will follow.

The *Abdus* (Capt. R. L. Groom) is a twin screw cruiser of the second class, and is, therefore, less powerful than the *Unadun*. She carries eight guns, and is 2600 tons, I.H.P. 7000 N.D. (9000 F.D.).

The *Pigeon* (Lieut. Com. Montagu G. Cartwright) and the *Redoubt* (Lieut. Com. R. H. J. Stewart) are first class screw gunboats of the same class as the *Pigeon* and the *Abdus*, at present on this station.

The *Abdus* is stationed in the Mediterranean. The *Pigeon* and the *Redoubt* are on the East India Station.

## THE CHINA-JAPAN WAR.

## FOOCHOW CLOSED TO SHIPPING.

The following correspondence with regard to the closing of Foochow to shipping has been courteously forwarded to us by the Secretary of the Chamber of Commerce:—

Colonial Secretary's Office, Hongkong, 9th October, 1894.  
Sir,—I am directed to transmit to you, for the information of the Chamber of Commerce, the enclosed copy of a letter from the manager in China of the Joint Telegraph Companies, respecting the closing of the port of Foochow to shipping.

No official information has as yet been received regarding the closing of the port. I have the honour to be, Sir, your most obedient servant,

(Sd.) J. H. STEWART-LOCKHART,  
Acting Colonial Secretary.

The Secretary Hongkong General Chamber of Commerce, &c., &c., &c.

Hongkong Station, 9th Oct., 1894.

The Honorable the Acting Colonial Secretary, Hongkong.

Sir,—I have the honor to acknowledge the receipt of your letter of the 7th inst. regarding the closing of the port of Foochow to shipping.

This consequently will come in force to-day. I do not know whether the 'Port' of Foochow means the Pagoda Anchorage, but no doubt you will receive official advice from there.—I am, Sir, your obedient servant,

(Signed) WALTER JUDN,  
Manager in China.

Colonial Secretary's Office, Hongkong, 9th October, 1894.

Sir,—In continuation of my letter No. 1892 of to-day, I am directed to acquaint you, for the information of the Chamber of Commerce, that a further communication has been received from the Manager in China of the Joint Telegraph Companies, intimating that he has received the following further message from Foochow:—

All shipping will be done at Sharp Peak.

I have the honour to be, Sir, your most obedient servant.

(Signed) J. H. STEWART-LOCKHART,  
The Secretary Chamber of Commerce, &c., &c., &c.

Sharp Peak.—I am, Sir, your obedient servant,  
(Signed) WALTER JUDN.

The P. & O. Co. have received a telegram from Foochow as follows: 'Port closed to shipping—steamers must land Sharp Peak.' This arrangement of loading at Sharp Peak was followed during the Franco-Chinese war, and was not found to be a very great inconvenience. The advantages of the closure, and the absence of all official advice, however, are, to say the least, peculiar.

## MISSIONARIES IN THE INTERIOR.

Novelburg, 23rd September.

Owing to the war all the missionaries from Liaoyang and the other inland stations, have come down here and will probably remain for the winter. It is said that about 60 missionaries had a visit to the missionary station at Liaoyang and at one time it was feared that there would be great trouble, but after a great deal of coaxing and persuasion the soldiers left them unmolested. The ladies, fearing their return, left at 8 a.m. the next morning for Novelburg.

## BRITISH WAR-VESSELS NEEDED.

NEWBANG, 23rd September.

H.M.S. *Pigeon* leaves on Monday next, but we expect another man-of-war to come up and replace her, probably the *Firebrand*. We hear that the British request the presence of a foreign man-of-war for the winter, and if he applies for one our wish is sure to be fulfilled.—*Chefoo Express*.

## JAPANESE WAR-VESSELS CRUISING NEAR CHIFOO.

Chifoo, September 23.

The two Japanese men-of-war which paid us a visit last Sunday, came very close to Wei-hai-wei on the morning of that day. Nothing has been seen of them again till Friday, when they suddenly appeared at the north entrance here, but seeing nothing in our harbour altered their course and steamed east. On Thursday night they again came very close to Wei-hai-wei and returned on Friday to have a peep at that place. From the ships lying close to the shore many a Japanese man-of-war have been seen outside at a time; they come closer to the coast during the night but disappear with the break of day. The object of their coming about Port Arthur and Wei-hai-wei is no doubt to prevent the Chinese fleet getting away from Port Arthur.

The two vessels which visited Wei-hai-wei are reported to have been the *Naniwa* and *Chigoda*, while our visitors have been made out to be the *Takachiho* and the *Kikuchima*. We believe there is some mistake as to the *Naniwa* and *Takachiho* both being here, as one of these ships, according to former reports, the *Naniwa*, was badly damaged at the Yalu.

Chifoo is not going to fall into the hands of the Japanese without resistance, as on both occasions when the Japanese have seen themselves the guns on the East and West Forts have been run out ready for action.

NARROW ESCAPES.  
The *Fuying*, with a cargo of coal, etc., from Taku, arrived here at noon on Friday, half an hour after the Japanese man-of-war had been at the entrance. This is the third time last week that Capt. J. W. Ma has cleverly dodged the Japanese warships, having twice before passed them during the night. The *Fuying* continued her voyage to Wei-hai-wei yesterday at 11 a.m.

The *Kuanyang* was nearly done to pieces last Sunday, but escaped into our safe harbour. She also conveyed her valuable cargo to Wei-hai-wei and passed up again last night.—*Chifoo Express*.

## CHARTER OF FOREIGN VESSELS IN JAPAN.

It is stated by the News Agency and certain vernacular journals that the Minister of State for Foreign Affairs has given permission to the Nippon Yusen Kaisha to charter foreign ships for the coastwise carrying trade, as the majority of the company's steamers are employed by the Government for transport purposes. The permit holds good for six months, and, in addition, it gives the company the right to charter foreign ships for the coastwise carrying trade, as the majority of the company's steamers are employed by the Government for transport purposes.

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other four ships then anchored. At low water the *Leiyuen* was high and dry and it will probably remain until the next spring tide. The people on the transports never had any anxiety and they remained there until the 21st ult., when orders arrived for them to return to Port Arthur.

## THE YALOO DISTRICT IN CHINESE HANDS.

There are no signs of news of the Japanese in the Yaloo district and there are large numbers of Chinese troops in the Yaloo and Pingyang and many battles will have to be fought before the Japanese cross the Yaloo. It is not true that the Japanese are in possession of Haiyue-tan (Thornham Haven).

## THE STATE OF THE FLEET.

In Port Arthur the *Peking* squadron is being rapidly repaired and refitted, and the ships will soon be ready with the exception of the *La-yuen*, which will take a long time to repair. This once the sister ship to the *Chi-yuen* has suffered the most; she is a belted ship with an armoured deck, the ends being unprotected. The whole afterpart of the ship has been completely gutted out and burnt. The superstructure of the ship, the mast, funnel, etc., are riddled in every direction. One of her ventilators has been left in a sort of makeshift way. Her two engines are burnt and blinded, it is feared permanently. They remained at their posts with unflinching courage and so did every other man, from the Captain downwards. Every man who has seen this ship declares that she is manned by brave men and that the bringing of such a wreck out of an engagement and back to port would be an exploit of the *La-yuen* for no such purpose. On the contrary, they would, if ever called out, be fighting secondarily for the Chinese Government, while primarily protecting or endeavouring to protect, their own lives and property. The event of their endeavouring to do this, who would suffer most? Who would be called upon to pay for any damage done? Clearly the Chinese Government. Therefore, all measures taken by foreign residents with a view to defending themselves and their property against the lawless mob are a benefit to the powers that be. The position taken up by Sir Robert Hart, for of course we must assume him responsible, does not therefore appear to us as being either rational or wise. It is moreover inconsistent with the policy pursued by the British Government here, that the Chinese Government should be permitted to join the volunteers, who are not in the least to be trusted, who are not in the least to be trusted, who are not in the least to be trusted.

It is moreover inconsistent with the policy pursued by the British Government here, that the Chinese Government should be permitted to join the volunteers, who are not in the least to be trusted, who are not in the least to be trusted, who are not in the least to be trusted.

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## THE CUSTOMS AND THE DEFENCE OF THE CONCESSIONS.

The question raised by a 'Defender' in our last week's issue requires comment. It is one which cannot fail to interest all foreigners residing in one of the 'Treaty Ports.' 'Defender' pointed out that the reason given by the Customs authorities for preventing their employees from joining the new volunteer corps raised to assist in defending the concessions is highly illegal. At the meeting of English residents it was stated that the Commissioner had written to the officer in command of the whole defence scheme, regretting his inability to allow members of the Customs staff to offer their services, on account of the impropriety of their appearing in the light of combatants against their employers. The Customs officers are employed, in the ultimate sense, by the Chinese Government, and if the volunteers were preparing to resist the Chinese Government, the Commissioner's position would be intelligible. But the volunteers are being enlisted, as every one knows, for no such purpose. On the contrary, they would, if ever called out, be fighting secondarily for the Chinese Government, while primarily protecting or endeavouring to protect, their own lives and property. The event of their endeavouring to do this, who would suffer most? Who would be called upon to pay for any damage done? Clearly the Chinese Government. Therefore, all measures taken by foreign residents with a view to defending themselves and their property against the lawless mob are a benefit to the powers that be. The position taken up by Sir Robert Hart, for of course we must assume him responsible, does not therefore appear to us as being either rational or wise. It is moreover inconsistent with the policy pursued by the British Government here, that the Chinese Government should be permitted to join the volunteers, who are not in the least to be trusted, who are not in the least to be trusted, who are not in the least to be trusted.

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